

CLASSIFICATION ~~SECRET~~ **SECRET**  
CENTRAL INTELLIGENCE AGENCY  
INFORMATION FROM  
FOREIGN DOCUMENTS OR RADIO BROADCASTS

## REPORT

50X1-HUM

CD NO.

COUNTRY USSR

SUBJECT    Transportation - Railroad equipment

HOW PUBLISHED Daily newspapers, weekly periodical

WHERE  
PUBLISHED USSR; Sweden

DATE  
PUBLISHED Oct 1950 - 21 Jan 1951

LANG'UAGE Russian; Swedish

DATE OF INFORMATION 1950 - 1951

DATE DIST. 13 Mar 1951.

NO. OF PAGES 2

SUPPLEMENT TO  
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE      Newspapers and periodical as indicated.

## TRANSPORT MACHINERY PLANTS PRODUCE NEW EQUIPMENT

TEST EXPERIMENTAL LOCOMOTIVES -- Moscow, Ogonek, No 43, Oct 50.

Two experimental locomotives built by the Ulan-Ude and Kolonna locomotive building plants are being tested on the 6-kilometer testing ring of the All-Union Scientific Research Institute of Railroad Transport.

VOLGA PROJECTS GET KRASNOYARSK LOCOMOTIVES -- Moscow, Vechernyaya Moskva, 23 Dec 50

The Krasnoyarsk Locomotive Building Plant has received an order for steam locomotives for the Volga electric power projects. At present, the plant is fulfilling an order for electric assembly cranes for the projects.

MYTISHCHI PLANT MAKES DUMP TRUCKS -- Moscow, Moskovskaya Pravda, 31 Dec 50

The Mytishchi Railroad Car Building Plant is making dump trucks for the Volga-Don Canal project.

RIGA PLANT MAKES TROLLEY CARS -- Moscow, Izvestiya, 3 Jan 51

The Riga Railroad Car Building Plant has produced some new streamlined push-button control trolley cars which can develop speeds up to 65 kilometers per hour.

WORK CONTINUES ON DIESEL DEVELOPMENT -- Leningradskaya Pravda, 21 Jan 51

In 1932, the Kolomna Plant began serial production of diesel locomotives, which were sent to the Ashkhabad Railroad System.

In the years of the postwar Five-Year Plan, diesel locomotive production has been carried on at growing rates. The 1,000-horsepower series TE-1 diesel locomotive was created, and two years later the 2,000-horsepower TE-2 diesel locomotive was built. At present, much scientific research work is being done on further improvement of Soviet diesel locomotives.

- 1 -

**CLASSIFICATION**

~~SECRET~~

**SECRET**

[illegible]

**SECRET**

SECRET

50X1-HUM

REPORT AUTOMATIC PILOT ON SOVIET TRAINS -- Stockholm, Ny Dag [Communist] 4 Jan 51

To make locomotive engineers' jobs easier in the USSR, a device similar to the automatic pilot on aircraft has been installed on the locomotives. This invention, called the "automatic locomotive engineer," performs all the functions of its human counterpart. The engineer has only to watch the device and make certain it is operating properly. If not, the engineer takes over operation of the locomotive.

The principle is as follows: A highly skilled locomotive engineer with several assistants drives over a particular stretch with a specially equipped locomotive. The special equipment on records on a transparent tape everything that takes place during the trip -- increased boiler pressure for climbs, braking on turns, stops at stations, etc. The rotation of the wheels feeds the film, at the rate of one meter of film for each kilometer traveled. Any number of copies can be made from this master film.

The film is then installed in a locomotive equipped with an automatic pilot, but this time, instead of the trip determining the film, the film determines the trip. A powerful light shines through a transparent band on the film; the rest of the film is opaque. On the transparent band are dots and streaks, corresponding to the action of a locomotive at a particular time. Behind the film is a series of photocells which activate the brakes, boiler pressure equipment, etc., through small electric motors, in accordance with the impulses provided by the dots and streaks.

The automatic pilot also is provided with a device which locates obstacles on the track -- cattle, fallen trees, disrupted rails -- and automatically applies the brakes or reduces the speed of the locomotive. It is also sensitive to "stop" signals, and acts accordingly.

If the automatic pilot breaks down, a light automatically gives a signal calling the engineer's attention to that fact. He then takes control, with no interruption in the travel.

- E N D -

- 2 -

SECRET

**SECRET**